

ATTACHEMENT 5

PROGRESS AND PLAN FOR REMOVE/ALTER BARRIERS

OVERVIEW: ACCESS COMPLIANCE SURVEY OF CITY OF MARION FACILITIES

In order to refine the remediation process, some next steps include continuing to gather data on the intersections in the City of Marion including missing (or new) curb ramps, data regarding pedestrian signal timing information, and the creation of a database of mid-block barriers.

ADA Compliance Evaluation Information

Upon completing this report, some intersections lacked data regarding their ADA Compliance Evaluation. These intersections were flagged for either having outdated information (recently reconstructed), or the intersection was overlooked in the original data gathering process. The most important next step is to find or gather information for intersections with newly constructed curb ramps or intersections without any ADA Compliance Evaluation data. This information is crucial to the prioritization model listed in this document, and will change how some intersections are prioritized. All future data gathering should be performed using the Detailed Evaluation procedure.

Updating Ped Crossing locations (2018)

The City of Marion is dedicated to barrier removal for people of all mobility ranges. In some cases, crossing busy streets within the allotted time becomes impossible for people with limited mobility and hinders their ability to live independently. Further research and analysis about the timing and crossing distances of each traffic signal would enable the City of Marion to determine if and where pedestrian signals could be improved to aid safe crossing by all mobility ranges. In 2018 the downtown area was updated with sound and braille for the interactions of Adams and Washington along State Road 18 east and west bound.

Mid-block Barriers (Updating 2020)

Non-compliant transitions into alleys along sidewalks created a barrier for people with limited mobility. In this case, the sidewalk elevation did not meet the alleyway and prevented the person with limited mobility from easily crossing the alley. The curb ramps at the adjacent intersections did not act as a barrier, but this block became a barrier for a person with disabilities to utilize the sidewalk. The City of Marion has started to compile this information in 2020 to create a plan for remediation to add to this ADA Transition Plan to address those issues. At the end of each year, intersections with any number of newly constructed curb ramps should be updated in a yearly "Progress" document to illustrate the City's remediation momentum (This will be adjusted on the Sidewalk and Intersection Excel Spreadsheets attached). This document will include a table with the old and new ADA Evaluation Grades, and the new

prioritization grade. Continuing Data Gathering ADA Compliance Evaluation Information Accessible Pedestrian Signals (APS) Mid-block Barriers Progress & Plan Update

The ADA Transition Plan is used to document physical accessibility barriers to the City of Marion’s programs, services, and activities and o outline a schedule/plan (or the basis to produce one) for which the City of Marion shall follow to transition from a state of noncompliance to compliance.

The access compliance survey of the City of Marion facilities fulfills a portion of the first two requirements of an ADA Transition Plan by identifying existing building conditions the deviate from the current State and Federal standards for new construction and providing detailed description of proposed solutions for barrier mitigation. For each barrier, the surveys outline the code deviations and requirements for the American with Disabilities Act Accessibility Guidelines (ADAAG).

The access compliance survey of the City of Marion facilities covers approximately 22 owned facilities maintained by the City of Marion. The surveys identified approximately different accessibility related barriers within the City of Marion facilities and the financial cost to mitigate all barriers identified in the surveys to be approximately

Number of Facilities Assessed	Number of Accessibility Barriers	Total Estimated Cost (\$)
22	1,265	\$265,300.00

Facility #	Facility Name	Facility Address
COM #1	Municipal Building	301 S. Branson Street
COM #1	Parking Lot	301 S. Branson Street
COM #2	Marion Street Dept.	501 Shunk Street
COM #2	Parking Lot	501 Shunk Street
COM #3	Parks Dept Maint	Matter Park
COM #3	Parking Lot	Matter Park
COM #3	Tennis Court	Matter Park
COM #3	Softball Field	Matter Park
COM #3	The Gardens	Matter Park
COM #3	Play Acres Park	Matter Park
COM #4	Fire Station # 1	213 W 4th St
COM #4	Parking Lot	213 W 4th St

COM #5	Fire Station # 2	1005 S Miller Ave.
COM #5	Parking Lot	1005 S Miller Ave.
COM #6	Fire Station # 3	901 S Lincoln Blvd
COM #6	Parking Lot	901 S Lincoln Blvd
COM #7	Fire Station # 4	1101 E Bradford St.
COM #7	Parking Lot	1101 E Bradford St.
COM #8	Fire Station #5	1704 W Kem Rd
COM #8	Parking Lot	1704 W Kem Rd
COM #9	Fire Station #6	3231 S Adams
COM #9	Parking Lot	3231 S Adams

Report Production

The following information contains the minimum data included in the Access Compliance Survey Reports (ACSR) for the City of Marion Facilities:

- Item number of barrier and/or room numbers, corresponding to the schematic site and floor plans (Barrier Location Plan)
- Are/location of the barrier; for example room name and number
- Description of the barrier (As-built Description)
- As-is measurements/dimension
- Detailed description of proposed solution and, if applicable, an alternative or inter solution
- Code citations, specifying the applicable sections in the State and Federal accessibility regulations and standards
- Unit and estimated unit price
- Total estimate cost for barrier removal

The information obtained from the survey of the City of Marion facilities is maintained on a Microsoft excel spreadsheet database.

PRIORITIZATION CRITERIA FOR BARRIER MITIGATION- CITY OF MARION FACILITIES

The third requirement of an ADA Transition Plan is to create a schedule the City of Marion shall follow which addresses the order in which barriers shall be mitigated. This schedule shall be a public document and shall be made available for public inspection, maintained, and updated for the duration of the transition planning period. The maintaining and updating of this document shall mark the City of Marion's good-faith efforts in transitioning from a state of non-compliance to compliance regarding the ADA.

The difficulty and complexity of creating a schedule is recognized. Therefore, to provide a methodology for creating a schedule, a prioritization criterion was formed to rank barriers in an order of most important to mitigate first to least important. The prioritization criteria rates each barrier based on two factors, its Priority Score, and its Severity Score. The Priority Score ranks the relative importance of addressing the barrier based on its locational impact on the disabled population, and the Severity Score ranks the barrier based on the degree of deviation exhibited to applicable access standards.

The prioritization criteria can be used to sort the access barriers identified in the surveys and create a schedule that order barrier mitigation work starting from barriers of the highest importance to barriers of least importance.

Note: That the prioritization criteria serve only as one methodology for the City of Marion to create a schedule. Other criteria can be used (and is encouraged) as the basis for forming a schedule including:

- 1) Barriers identified by constituents through an ADA grievance
- 2) Barriers that overlap with the City of Marion projects already in the pipeline
- 3) Barriers that can be resolved internally with the City of Marion's maintenance staff
- 4) The City of Marion shall document all methodology used in justifying a barrier mitigation schedule.

Additional Consideration: Age of Facility

The age of the facility can also determine the City of Marion's obligations to meet ADA Compliance. Facilities built before September 15, 2010 are obligated to be in compliance with the 1991 ADAAG, barring that the building has not gone through major reconstruction or alteration henceforth that date.

If a facility was constructed or altered between the transition periods of September 15, 2010 through March 15, 2012, an option of choosing either the 1991 ADA or 2010 ADA Standards were allowed.

Facilities built after March 15, 2012 are required to meet the updated 2010 ADA Standards.

The caveat being that crucial program functions and services must be provide in accessible locations.

OVERVIEW: ACCESS COMPLIANCE SURVEY OF THE PUBLIC RIGHTS-OF-WAY (PROW)

Two different feature provided in the PROW were assessed, including sidewalks and curb ramps. Curb ramps were assessed using data collection checklist, based on ADA and Department of Transportation (DOT) requirements as well as Public Rights-of Way Accessibility guidelines (PROWAG) recommendations. Traditional measuring and smart-level equipment were used to collect measurements for these surveys. Sidewalks were assessed using visual standards, and leveling equipment.

The access compliance surveys of the Public Rights-of Way (PROW), along with the survey of City of Marion Facilities, completely fulfill the first two requirements for an ADA Transition Plan. As a part of this effort, missing sidewalk, missing or improper curb ramps as well as pedestrian signals will be identified.

The information obtained from the Survey of the PROW is maintained on a Microsoft Excel database along with reference maps created in the geographic information system (GIS).

PRIORTIZATION CRITERIA FOR BARRIER MITIGATION-PUBLIC RIGHTS-OF-WAY

The third requirement of an ADA Transition Plan is to create a schedule the City of Marion shall follow which addresses the order in which barriers within each feature shall be mitigated. This schedule shall be a public document and shall be made available for public inspection, maintained, and updated for the duration of the Transition Planning period. The maintaining and updating of this document shall mark the city of Marion's good faith efforts in transitioning from a state of non-compliance to compliance regarding accessibility.

The difficulty and complexity of creating a schedule is recognized, therefore, to provide a methodology for creating a schedule, like the City of Marion's facilities, a prioritization criterion was formed, catered to the in-depth information that is provided utilizing GIS.

The prioritization criteria developed for eh PROW rates the relative importance of each barrier based on a combination of rating activity occurring at the barrier's location, or "Activity Score", as well as rating the severity from which each feature deviates from current State and Federal Standards, or "Barrier Score" Each score is rated on a scale of 0 to 100, with 0 being the lowest, and 100 being the highest.

The combination of both the "Activity Score and "Barrier Score" creates and overall "Priority Score" that can be used to sort features identified in the surveys and crat a schedule that orders barrier mitigation work starting from features of Highest priority to features of lowest priority. The "Priority Score" is rated on a scale of 0 to 100, with 0 being the lowest priority, and 100 being the highest priority.